

The Hongkong Telegraph.

(ESTABLISHED 1861.)
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October 13th, 1911. Temperature 10 a.m. 75, 4 p.m. 76; Humidity...74, 68.

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No. 8608

第二十八年三號

FRIDAY, OCTOBER 13 1911

五拜禮

號三拾月十英港香

426-428 Avenue
Shanghai Cor. 10 Canton

REUTER'S TELEGRAMS.

THE WAR.

[Service To The "Telegraph"]

PEACE IN SIGHT.

Bombay, Oct. 12, 4.20 p.m.

It is authoritatively stated in Berlin that the efforts of the Powers, and of Germany in especial, have been so successful that both belligerents have virtually consented to an armistice. Turkey recognises that the loss of Tripoli is inevitable.

Italy continues to send troops but without hostility. The "Times" state that it is reported that the Turks have been laying mines in the neighbourhood of the Dardanelles.

ITALIANS MASSACRED.

Bombay, Oct. 12, 1.40 p.m.

The Italian Government has received news of the massacre of thirty Italians who were working on the Hedjaz Railway.

The landing of troops at Tobruk on Tuesday is considered the most important step of the campaign. The Italians maintain that it gives Italy a port rivaling Bizerta and Malta in importance. They declare that it commands the trade routes within striking distance of the Suez Canal.

Reuter's correspondent at Rome states that the first division of the expedition sent to Tripoli landed at noon to-day without a hitch.

A CHAIN OF WARSHIPS.

Bombay, Oct. 12, 11.10 p.m.

A message from Tripoli states that altogether twenty-two transports have arrived there. They were protected by an immense chain of warships. The troops were disembarked very quietly.

ARAB SUBMISSION.

Durban, Oct. 12, 8.10 p.m.

Reuter's correspondent at Tobruk states that the Arab leader boarded the cruiser Pi-a and surrendered his submission. He promised to do his utmost to induce the other chiefs to recognise Italy. The inhabitants are now returning to the towns.

REUTER'S TELEGRAMS.

RISING IN WUCHANG.

GRAVE SITUATION.

[Service To The "Telegraph"]

Bombay, Oct. 13, 7 a.m.

Reuter's correspondent at Peking says that the rebellion in China is assuming grave proportions. Some five thousand troops in the native city of Hankow have mutinied and 300 Manchus reported killed.

Two army divisions, commanded by the Minister of War, have been ordered to proceed to Wuchang, which is occupied by the rebels. Warships, under Admirals Sah Euping and Cheng Yung-ho have also been ordered to proceed to Wuchang.

The rebels in Szechuan hold all the country, west of the Min River, between Kiating and Kwanhsien. They occupied Suifu yesterday.

HANKOW OCCUPIED.

Reuter's correspondent at Hankow states that the revolutionaries have occupied Hankow unopposed. The revolutionary forces at Wuchang and the loyal cruisers in the river are exchanging a cannonade.

FOREIGNERS TAKE REFUGE.

The foreigners in Hanyang and Wuchang have taken refuge in the Concessions at Hankow and report that the revolutionaries have treated them with the greatest consideration. It is reported that Changsha has also risen and that twenty miles of the Peking-Hankow railway have been torn up and bridges destroyed.

THIRTY GUNS CAPTURED.

Reuter's correspondent at Peking states that 15,000 troops have mutinied in Hupeh and have captured thirty modern guns at Wuchang.

REVOLUTION SPREADING.

Bombay, Oct. 12, 11.10 p.m.
It is reported from Hankow that Hanyang, with its great iron works and arsenal, has been captured by the rebels.

The revolution is rapidly spreading and it is reported that several cities in the vicinity have fallen. Incendiarism still continues. The British gunboats, Nightingale and Thistle, were moored at Hanyang yesterday.

REUTER'S TELEGRAMS.

RISING IN WUCHANG.

FOREIGNERS SAFE.

[Service To The "Telegraph"]

Durban, Oct. 12, 10.50 a.m.

Reuter's correspondent at Hankow states that the foreign consuls have refused the request of the Chinese authorities for foreign gunboats to patrol the river.

The movement, he says, is anti-Manchu in character. The revolutionists have assured the consuls that they are not hostile to Europeans, and they have issued a proclamation threatening the decapitation of anyone found guilty of injuring foreigners or interfering with trade.

It is reported that the rebels in Szechuan have captured Kiating.

A message from the Shanghai correspondent of the "Morning Post" states that Admiral Winslow, commander-in-chief of the British squadron on the China station, is proceeding to Hankow.

BLUEJACKETS ON GUARD.

Durban, Oct. 12, 11.30 p.m.
A foreign office despatch says that a troop of a thousand men from Honam are expected to reach Wuchang to-day.

The foreign settlements, it is also stated, are guarded by blue-jackets and volunteers.

H.M.S. ORION.

CONFLICTING REPORTS OF TRIALS.

[Service To The "Telegraph"]

Durban, Oct. 12, 10.50 a.m.

It is alleged in the newspapers that although the trials of H.M.S. Orion's 13 inch guns were of the most satisfactory character, it has been found that the concussion has seriously interfered with the secondary batteries and has necessitated a rearrangement.

Durban, Oct. 12, 4.40 p.m.

The report concerning the Orion's secondary batteries is most emphatically denied from Portsmouth.

AN OFFICIAL DENIAL.

Durban, Oct. 12, 11.30 p.m.
The Admiralty also emphatically denies the statement in the newspapers.

REUTER'S TELEGRAMS.

BOMB OUTRAGE.

TRIAL AT LOS ANGELES.

[Service To The "Telegraph"]

Durban, Oct. 12, 10.50 a.m.

At Los Angeles yesterday the trial was opened of James Macnamara, one of the brothers Macnamara who are charged with the bomb outrage on April 24 at the "Los Angeles Times" office.

The Labourites allege that there is an anti-labour conspiracy while the prosecution is endeavouring to prove that James Macnamara laid the bomb at the instigation of his brother, who will be tried later.

[A telegram to the "China Press" relating to the trial is republished in our Day by Day column.]

TO THE SOUTH POLE.

KING AND MAWSON EXPEDITION.

[Service To The "Telegraph"]

Durban, Oct. 12, 10.50 a.m.

H.M. King George has telegraphed to the Mawson Polar Expedition wishing it all success and a safe return.

THE IMPERFECT BATHE.

All the good things in this life are those which a little flaw can spoil, and that kind of pleasure, the sea-bathe, is no exception. The ideal bathe is of course, almost the most perfect thing in existence; and it is so, how easily it can be spoiled. The hired bathing-suit is the commonest cause of disaster. There may be hired suits which stay fastened after the first stroke, but we have not come across them; and the discomfort of a suit which gives the impression that it is about to part company with us can induce a nervous depression which the cool waves cannot dispel. We ourselves, in such circumstances, always press our automatic cigarette-lighter into the "service." It looks curious, but it is effective. On our bad days we find it hard to bear up against the extraordinary inconvenience of the bathing-machine looking-glass. We often wonder what height the architect of these mechanical imagines the average man to be. For he places the looking-glass on a level with the ordinary Briton's breast-bone. To some one's glowing countenance in one of these looking-glasses is a fact which tests the elderly and stooping somewhat severely. Nor is this the only flaw in the glass. For its circumference, as a rule, is about the size of a breakfast-cup. However, one must look on the bright side; and there is no doubt that the advertisements which cover almost its entire surface, are extremely brightly written, and allow us to leave the machine with a knowledge of what to do when one's back goes with one's head. The perfectly perfect "The Globe."

REUTER'S TELEGRAMS.

THE KING.

VISIT TO INDIA.

[Service To The "Telegraph"]

Bombay, Oct. 12, 11.10 p.m.

Reuter states on the best authority that there is no ground whatever for the current rumours that the King's visit to India might be delayed or cancelled in consequence of the political situation. The matter has never been discussed.

Their Majesties sail on Nov. 11 not on Nov. 9 as originally intended, but as the voyage is to occupy less time than was anticipated the delay in starting will not affect the date of their landing in India.

A NOVEL OPERATION.

Python's Jaw Set.

It is always interesting to read of novel operations performed on animals. The latest instance to hand is a remarkable operation that was carried out by Professor Wooldridge, of the Royal Veterinary College, upon the python which was deposited in the Zoological Gardens by the Hon. Walter Rothschild some years ago. The python, which is the largest in captivity, fractured its jaw when making a hearty meal, and, as it was impossible for the reptile to live many days in such a condition, an immediate operation was decided upon. To set broken bones in the jaws of a python nine yards long was an undertaking. Advantage was taken of an opportunity when the python was resting to cover its tank with stout boards, leaving a gap only large enough for the passage of the head. When the python put his head through this gap several men secured a firm hold of it, and when the frantic writhings of the reptile had ceased Professor Wooldridge set the broken bones and bound the jaws with a long bandage smeared with plaster-of-paris. Over this another coating of plaster was placed, care being taken that the nostrils were left free. Seven weeks were allowed to elapse before the wrappings were removed to see whether the operation had been successful. But, although the gentle python was not able to take food during this period he did not starve, having shortly before his accident breakfasted on a young goat.

REUTER'S TELEGRAMS.

RISING IN PORTUGAL.

COQUEIRO'S LAST STAND.

[Service To The "Telegraph"]

Bombay, Oct. 13, 7 a.m.

Reuter's correspondent at Lisbon states that according to the latest reports Captain Coqueiro, with a few hundred men, has taken refuge in the mountains. A mixed force of cavalry, infantry and blue-jackets are making a concerted movement to surround and capture the little force.

AIRSHIP DISASTER.

A STRICT ENQUIRY.

[Service To The "Telegraph"]

Durban, Oct. 12, 10.50 a.m.

An enquiry, of the most searching nature, into the cause of the recent British naval airship disaster, has been opened at Barrow. The enquiry is being conducted in the presence of the Right Hon. Reginald McKenna, first Lord of the Admiralty, and Lord Haldane. Two hundred marines are to be examined.

OBITUARY.

SIR WILLIAM CROSSLEY.

[Service To The "Telegraph"]

Durban, Oct. 12, 8.10 p.m.

The death is announced of Sir William Crossley, [Sir William Crossley had been M.P. for the Altrincham Division of Cheshire since 1906. Some observations on his work appear in "Notes and Comments" to-day.]

CANTON NEWS.

[The "Telegraph" Correspondent]

Canton, Oct. 12.

The corps of detectives organized after the outbreak of disorder here has, in view of the tranquil conditions that now obtain, been disbanded.

As paddy has risen as high as over 12s. 3 per picul in Kowloon and Yungwong of the T'ung U district, the Viceroy has sent gunboats to prevent any secret exportation of rice.

Steps are being taken to circulate the Peking "Government Gazette" extensively through the Two Kwang.

Mr. Chiu Hing-wa, Director of the Chinese section of the Kowloon-Canton Railway, has left for Peking to attend the forthcoming conference of railway officials. He will consult with the Ministry of Communications in regard to the extension from Shikung to Tangkoon city and will advocate the construction of other branch lines.

CHINESE TELEGRAMS.

WUCHANG REBELLION.

PRECAUTIONS IN PEKING.

Shanghai, Oct. 12.

The revolutionaries have set fire to many of the yamens at Wuchang and many officials were either killed or taken prisoner. Wuchang was captured yesterday and firing continued all day. The families of H.E. Shun Chuan-huan and the Viceroy of Hupeh were removed to Hankow just before the outbreak. "Sheung Po."

The Cabinet Ministers are greatly alarmed, and have sent for the Minister of the Army Advisory Council and the President of the Army Board to discuss the situation. The President of the Ministry of Interior and the Commander-in-Chief of the Infantry forces in Peking have been instructed to take every precaution in the Capital. "Sheung Po."

Hankow, Oct. 12.

The Governor of Hunan has despatched the Hunan troops to Wuchang by special trains. The Throne has directed H.E. Yun Chang, the Minister of the Army Board, to take command of two divisions of army troops. The Viceroy of Hupeh asked the Cabinet for permission to invite the foreigners to help him in suppressing the rising, but his request was refused. "Shat Po."

Peking, Oct. 12.

Lai Yuan-hung, Vice-commander-in-chief of the eighth division of the modern army, has been proclaimed President of the Young Republic by the revolutionists.

The Viceroy of Hupeh has been degraded by the Throne, but retains his post for the present. The Throne has appointed Admiral Sir Sah as Commander-in-chief of the naval troops along the Yangtze, and His Excellency has received orders to proceed to Wuchang with the men under his command. Five foreign warships are anchored off Hankow, and the foreign volunteers are in readiness for the protection of the foreign settlements in Hankow. All the foreign residents in Wuchang are safe.

Shanghai, Oct. 12.

Lai Yuan-hung has written to the Consular Body at Hankow promising to give protection to foreigners, but insisting that the rebels should not be interfered with by the foreigners. General Chang Pin is not dead as reported, but is taking shelter in a foreign gunboat "Sheung Po."

Weather Forecast.



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL \$10,000,000
RESERVE FUND 15,000,000
Surplus, 11,500,000 at 1/2% 15,000,000
Total \$40,500,000

RESERVE LIABILITY OF PRO-
PRIETORS \$10,000,000
Total \$50,500,000

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E. Sheehan, Esq., Deputy Chairman
F. L. Armstrong, Esq., C. S. Gubbay, Esq.
W. L. Patterson, Esq., F. Lieb, Esq.
Andrew Forster, Esq., Hon. Mr. C. L. Ross
G. E. Johnston, Esq., H. A. Sells, Esq.
G. R. Lawrence, Esq.

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MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY
AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 1/2 per cent.
on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3/4 per cent. per annum.
For 6 months, 5/4 per cent. per annum.
For 12 months, 6/4 per cent. per annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is
conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION. Rules may be obtained
on application.

INTEREST on deposits is allowed
at 3/4 per cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the Hongkong
and Shanghai Bank to be placed on
FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL
CHARTER 1853.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITIES OF
INCORPORATED £1,200,000

INTEREST ALLOWED ON CUR-
RENT ACCOUNT at the rate
of 2 per cent. per annum on the Daily
Balance.

On Fixed Deposits for 12 months,
4 per cent.

On Fixed Deposits for 6 months,
3 1/2 per cent.

On Fixed Deposits for 3 months,
2 1/2 per cent.
Wm. DICKSON,
Manager.
Hongkong, 1st May, 1911. [22]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1840.

AUTHORIZED CAPITAL Yen 48,000,000
PAID-UP CAPITAL 30,000,000
RESERVE FUND 17,150,000

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Antung Hsien, Newchwang
Bombay, New York
Changhai, Osaka
Dairen (Dalny), Peking
Fengtien (Mukden), Peking (Port Arthur)
Hankow, Shanghai
Hoholala, San Francisco
Kobe, Hongkong
Liao-Yang, Tientsin
London, Tientsin
Lyons, Tokyo
Nagasaki

INTEREST ALLOWED ON CURRENT
Accounts.
Deposits received for fixed periods at
rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 2nd Sept., 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—Gold \$3,250,000
RESERVE FUND—Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE:
60 Wall Street, New York.

LONDON OFFICE:
86, Broadgate.

LONDON BANKERS:
Bank of England,
National and Counties Bank,
Limited.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every
description of Banking and Ex-
change Business, receives money on
Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates:
For 12 months 4 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 3 per cent. per annum.
OEO. HOGG,
Manager.
10, Queen's Road Central,
Hongkong, 10th Feb., 1911. [11]

CANTON-KOWLOON RAILWAY.
TIME TABLE.

On and after 6th October, 1911, and until further notice.
Previous Time-Tables cancelled.

DOWN TRAINS.										UP TRAINS.									
STATIONS.		A.M.	A.M.	Express A.M.	A.M.	P.M.	P.M.	P.M.	Express P.M.	STATIONS.		A.M.	A.M.	Express A.M.	A.M.	P.M.	P.M.	Express P.M.	
Canton	dep.	7.0	7.55		1.30				2.55	Kowloon	dep.	7.00	8.00	8.10	8.55	8.55	8.55	8.55	
Shek Pai	dep.	7.00			1.30					Hung Hom	dep.	7.04	8.04	8.14	8.59	8.59	8.59	8.59	
Cheung	dep.	7.05			1.35					Yau Ma Tei	dep.	7.11		8.11	8.28	8.28	8.28	8.28	
Wu Chung	dep.	7.10			2.03					Sha Tin	dep.	7.19		8.19				8.19	
Nam Kong	dep.	7.15			2.16					Tai Po	dep.	7.27		8.27				8.27	
Sun Tong	dep.	7.20			2.28					Tai Po Market	dep.	7.35		8.35				8.35	
Tung Mei	dep.	7.25			2.35					Fan Ling	dep.	7.43		8.43				8.43	
Nam Yau	dep.	7.30			2.48					Sau Ma Tei	arr.	7.50	8.45	8.40	9.10	9.10	9.10	9.10	
Shek Tsuen	dep.	7.35			2.52					Pu Kiu	dep.	7.59		8.59				8.59	
Shek Ha	dep.	7.40			3.00					Li Long	dep.	8.07		9.07				9.07	
Shek Tai	dep.	7.45			3.18					Ping Wu	dep.	8.15		9.15				9.15	
Shek Luk Kiu	dep.	7.50			3.18				3.18	Tin Tong	dep.	8.23		9.23				9.23	
Shek Lung	dep.	7.55	8.00 Stop		3.30	Stop			3.30	Shek Ku	dep.	8.31		9.31				9.31	
Sai Wu	dep.				7.37				4.07	Tung Tau Ha	dep.	8.39		9.39				9.39	
Nam Shek	dep.				7.48				4.18	Lam Tsuen	dep.	8.47		9.47				9.47	
Wang Lik	dep.				7.56				4.30	Cheung Luk	dep.	8.55		9.55				9.55	
Sheung Ping	dep.				8.13				4.42	Shek Luk	dep.	9.03		10.03				10.03	
Muk Luk	dep.									Tung Tau	dep.			10.10					
Tu Tung	dep.				8.31				4.50	Sheung Luk	dep.			10.17					
Cheung Luk	dep.				8.38				5.00	Muk Luk	dep.			10.25					
Lam Tsuen	dep.									Wang Lik	dep.			10.37					
Tung Tau	dep.				8.50				5.18	Nam Shek	dep.			10.49					
Tung Tau Ha	dep.				8.50				5.36	Sai Wu	dep.			11.00					
Shek Ku	dep.				9.07				5.34	Shek Lung	dep.			11.03					
Tin Tong	dep.				9.14				5.41	Shek Luk	dep.			11.09					
Ping Wu	dep.				9.32				5.53	Shek Tai	dep.			11.16					
Li Long	dep.				9.41				6.03	Shek Ha	dep.			11.23					
Pu Kiu	dep.				9.55				6.18	Shek Tsuen	dep.			11.30					
Sau Ma Tei	arr.	9.00	11.10 11.07	10.08 10.05					6.31	Nga Yau	dep.			11.38					
Shek Chun	dep.									Tung Mei	dep.			11.45					
Fan Ling	dep.									Sun Tong	dep.			11.53					
Tai Po Market	dep.									Nam Kong	dep.			12.01					
Tai Po	dep.									Wu Chung	dep.			12.07					
Sha Tin	dep.									Cheung	dep.			12.13					
Yau Ma Tei	dep.									Shek Pai	dep.			12.21					
Hung Hom	dep.									Canton	arr.			12.30					
Kowloon	arr.	10.30	12.30						7.32					12.30					
Passengers for Shun Chun and British Section continue by 7.55 a.m.										Passengers for Shun Chun and British Section continue by 7.55 p.m.									
Passengers for Shun Chun and British Section continue by 7.55 a.m.										Passengers for Shun Chun and British Section continue by 7.55 p.m.									
Passengers for stations beyond Shek Lung continue by 9 a.m.										Passengers for stations beyond Shek Lung continue by 9 p.m.									

DRAGGED TO DEATH.**A Strange Accident.**

On Sept. 30 at about 1 p.m., says the "Kobe Herald," 14 women and 4 men of Nakano Mura near Itami, Settsu Province, went out to gather water-nuts in a boat on the Nakanoike, a large pond near the village. All went merrily at first, but somewhat later the boat sustained some damage. Efforts were made to reach the nearest bank, but the boat sank and all were thrown into the water. All tried to reach land, but the tendrils of the waterplants proved too much for them and one after another sunk. A villager who witnessed the accident reported the affair, but when the villagers appeared on the scene 12 of the party had already disappeared. Four men and 2 women only were rescued. Later the twelve bodies were recovered and laid out upon the embankment of the pond. The sad affair has cast a pall over the whole village.

SERVANT PROBLEM IN AUSTRALIA.**"Every Night Out"**

The Sydney correspondent of a Home paper writes:—
The Australian scarcity of domestic servants is so acute that would-be employers have to be original in their appeals for help. Probably no more enticing offer to domestic servants has ever been made than is contained in the following advertisement from the "Sydney Morning Herald" of August 3:—
Wanted, good general, 3 in family, washing iron out, knowledge of paper-bag cookery preferred, wages no object, every night out, from 8 till 4, 40s per week, drawing-room, with use of piano when required; also sewing machine; excellent home for a suitable girl. Apply Desperate, "Herald."

SENDING FOR ONE'S BOOKS.

There comes a time in the affairs of man when he sends for his books. When you hear a man say that he will send for his books you know that he has achieved what he thinks is a permanent niche in the lichen of life. At least, not being able to put it as well as that, he talks of settling down. It is curious about those books which one has sent for, or is about to send for. You may be quite unsentimental and inflexibly rich; but you feel somehow that all the newly-purchased libraries in the world would not compensate for the lack of that particular collection which lies, packed in crates, awaiting your summons. And it is fortunate that you do get that feeling. For there is reciprocity in this matter. Just as you insist on retrieving your books, so do your books defy their owner to escape them. Whether they are housed beneath the paternal roof, or are dumped down in the box-room of a friend, they confidently expect the ultimate call that will give them shelves of their own. Sooner or later they will emerge, those books, from their boxes, blinking and dusty, to lord it over the rest of the books which your library contains. The books you send for may be few in number, and rubby and heterogeneous; but they treat your other volumes—first folios, perhaps, of the rarest value—with frigid patronage, if not intolerance.—"The Globe."

Public Company**CANTON INSURANCE OFFICE LIMITED.**

THE THIRTIETH ORDINARY MEETING of Shareholders will be held at the Offices of the Undersigned on THURSDAY, the 19th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th Oct.-br, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents,
Hongkong, 27th Sept., 1911. 1406

To Let**TO LET.**

GODOWNS, 151 to 155, PRINCE STREET, EAST.

"CREGGAN," 39, The Peak.
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.
Hongkong, 1st July, 1911. 1159

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st July, 1911. 1161

TO LET.

THE BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912. OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VŒUX ROAD to be let.

Apply to—
DAVID SASSOON & Co.,
Hongkong, 18th Sept., 1911. 1167

CONCERT

THE ANNUAL GRAND PROMENADE CONCERT will be held on the Hongkong Cricket Club Ground on SATURDAY, the 14th October, 1911, at 3.15 p.m.

Under the distinguished patronage of H.E. Sir Frederick J. D. Lazard K.C.M.G., C.B., D.S.O., and Major General C. A. Anderson, G.B.
Tickets, \$1 each can be obtained from Messrs. The Robinson Printing Co., Ltd., Messrs. S. Mount & Co., Ltd., at the Pavilion or from the Secretary, Hongkong, 5th Oct., 1911. 1127

CHINA MUTUAL LIFE INSURANCE CO., LTD.**HEAD OFFICE, SHANGHAI.**

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J. H. HUGHES, Esq., Secretary.
S. H. NICHOLSON, Esq., Actuary.
A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies Act, England.
Insurance in Force \$3,571,465 00
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Income for Year \$362,021 00
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C. LAUDER, Esq., Inspector, Hongkong, Advisory Board, Hongkong, Sir Paul Chater, Kt., C.M.G., T. P. HUGHES, Esq., C. J. LAURENCE, Esq., Hongkong, 1st July, 1911.

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NOTICE

E the undersigned have this day established ourselves as STOCK, SHARE AND GENERAL BROKERS and will carry on business under the style of MOXON and TAYLOR at the offices recently occupied by Messrs. E. S. Kadoorie & Co., 6 Queen's Buildings, Chater Road, Hongkong.
G. C. MOXON.
JOHN W. TAYLOR.
Hongkong, 2nd Oct., 1911. 11416

WM. POWELL, LIMITED. GENTS' NECKWEAR.**Smartest****Shapes****Newest****Colours.****POPULAR PRICES**

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Hongkong, 12 Sept., 1911. 11048

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DEVELOPING, PRINTING & ENLARGING.
HONGKONG, 1st May, 1911. 11069

TSANG KWON COMPANY.**ELECTRICAL AND GAS CONTRACTORS.**

230, Des Vœux Road Central.

Telephone No. 699.
Hongkong, 2nd Jan., 1911. 1178

Auction**PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by Public Auction.

on MONDAY,

the 30th day of October, 1911, at 3 o'clock, at their Sales Room, No. 8, Des Vœux Road Central, THE FURNITURE, FIXTURES, FITTINGS, ASSETS & EFFECTS

OF THE
KING EDWARD HOTEL
and the Goodwill of the Business as a going concern

Comprising the recently and valuable Hotel business carried on by the late Mr. DUNJERDHO DONAHUE NOW under the style of THE KING EDWARD HOTEL together with the benefit of the Leases of portions of Royal Buildings and Prince's Buildings hereinafter mentioned.

The Premises occupied by the Hotel and the accommodation is as follows:—

1. ROYAL BUILDINGS.—Consist of (a) Underground Godowns, etc., (b) Ground Floor (c) Tween ground floor and first floor (d) Five Upper floors and (e) Top of Fifth floor, all disposed as follows:—

(a) UNDERGROUND—partitioned off into (i) two spacious godowns one used for storing liquors, wines, aerated waters, mineral waters, cigars and other Bar supplies and the other for storing passengers' baggage and also effects belonging to the Hotel of which there is a large stock in reserve (ii) a room for storing empty bottles (iii) a large room for Comptroller's Office (iv) two rooms for godown apolies (v) a Carpenter's workshop and (vi) an open space in which a salt water pump with a wall is laid.

(b) GROUND FLOOR—is divided into two sections, namely, (A) Offices and (B) Bar.

(A) Offices—(i) Booking Office with Count or (ii) Manager's Office adjoining (iii) a spacious Hall with tables and seats for visitors—all of which are in front while at the back two private offices and a telephone room.

(B) Bar—contains (i) Bar with counter and Cash Register, all fitted up in first class style with three Billiard Tables complete (ii) Lavatories and urinals with hot and cold water pipes for wash-hand basins, all up-to-date fittings.

(c) Tween Ground-floor and first floor—two two compartments—(i) Private Bar and (ii) Dining Room.

(d) FIRST FLOOR—comprises (i) Two large Dining Rooms (ii) one Pantry (iii) one Carving Room with Heating Range (iv) Kitchen with Cooking Range complete (v) Baker's Room and (vi) a space with boiler for hot water.

(e) SECOND FLOOR—has (i) Reception Room (ii) Private Dining Room (iii) Writing Room (iv) One large room with two Billiard Tables and other suitable fittings (v) Tea Room (vi) Clock Room and a number of subsidiary rooms as follows:—

One Ladies' Lavatory
One Gentlemen's do
One Ladies' Bath Room
One Gentlemen's Bath Room

The spare rooms for use of servants and for sleeping sundries. Rooms I to III and V to VII can be used as bed-rooms.

Upper Floors	Number of Bed Rooms	Lavatories	Bath Rooms	Spare Rooms for Servants, &c.
Third Floor	9	1	1	1
Fourth Floor	9	1	1	1
Fifth Floor	9	1	1	1

The bed rooms on these three floors with such of the rooms on the Second Floor as are convertible as bed rooms make 43 Bed Rooms in all, the Billiard Room can also be used as a Bed Room. All the Lavatories are of the latest pattern and the Bath-Rooms are equipped with first-class Atlantic Baths.

(e) Top of Fifth floor, are Chinese Kitchen and Servants' Hall.

A Fire Escape runs from the roof right down to the ground floor outside. Each floor has a Telephone Room.

With the above will be sold the benefit of the Leases of portions of Royal Buildings upon which the above premises are situated dated the 28th day of October, 1905 for a term of 14 years from the 1st day of September, 1905 and for a further term of seven years from the expiration of the said term of fourteen years at a monthly rental of \$1,716 67 and taxes which amount to approximately \$228 16 per month.

2. PRINCE'S BUILDINGS.—Consist of (i) Ground floor with underground Godowns now let to the Medical Hall—

(ii) Three Upper floors disposed in the following manner:—(A) Ground floor is divided into Sections namely, A and B. Section A is let to the Bank of Taiwan upon an agreement for Lease which will expire on the 30th day of September, 1912 at a monthly rental of \$600 inclusive of taxes—and Section B is let to "Emil" Niekman carrying on business as "The Medical Hall" upon a sub-lease which will expire on the 30th day of September 1912 at

present monthly rental of \$500 for the first two years of the said term and at the monthly rental of \$600 a month owing the succeeding 3 years and at the monthly rental of \$700 for the remaining 2 years, 2 months and 17 days of the said term exclusive of taxes. Full particulars of these sub-leases can be supplied by the undersigned.

Upper Floors	Number of Bed Rooms	Lavatories	Bath Rooms	Spare Rooms
First Floor	9	1	1	1
Second Floor	9	1	1	1
Third Floor	9	1	1	1

Of the 27 Bed-Rooms on the above floors certain rooms are let to Messrs. Johnson, Stokes and Master, Solicitors and Notaries, upon a sub-lease which will expire on the 30th day of September 1917 at a monthly rental of \$350 exclusive of taxes; leaving 21 rooms for the use of visitors. Full particulars of the above sub-lease can be supplied by the undersigned.

On the Second Floor is a Chinese Kitchen for the use of servants while on the Third Floor there is an accommodation for the Hotel Watchmen.

With the above will be sold the benefit of the original Leases of portions of Prince's Buildings upon which the above premises are situated dated the 12th day of August, 1900, for a term of Eight years from the 1st day of October, 1900 at a monthly rental of \$1,750 00 and taxes which amount approximately to \$227 50 per month.

The Assets and effects comprise the valuable and up-to-date furniture, fixtures and fittings, cutlery, glass and crockery, table linen and electric installation (lights and fans) in and upon the above premises and all other paraphernalia now in and upon the said premises used thereupon for carrying on the said business, an inventory of which may be inspected at the Office of the undersigned.

A Publican's Licence has for many years been held by the late Proprietor's Nominee and the present Licence will (subject to the transfer being approved by the Licensing Board) be transferred to the Purchaser and he can hold the same until the Licence expires on the 30th day of November, 1911.

WITH THE ABOVE WILL BE SOLD The "Single-screw steam-launch" "King Edward," Licence No. 372, Length 60 ft 5 in, Breadth 10 ft 8 in, depth 7 feet. Gross Tonnage 27.15, Net Tonnage 11.39, together with all her tackle, gear and apparatus, engines and boilers as she now lies afloat in the Victoria Harbour. This steam launch was in the month of May, 1911 thoroughly over-hauled and repaired.

Particulars and Conditions of sale may be obtained from Messrs. Johnson, Stokes and Master of Prince's Buildings, Victoria, Hongkong, Solicitors to the Vendors.

Orders to view the premises excepting the premises of the sub-leases may be obtained from the undersigned.

JOHNSON, STOKES & MASTER, Solicitors for the Vendors.
Prince's Buildings,
Hongkong, Oct. 11, 1911. 11486

PARTICULARS AND CONDITIONS

THE Letting by Public Auction Sale, to be held on MONDAY, the 16th day of October, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Three Lots of Crown Land at Shin Hing Street in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot	Area	Remarks
Lot 1	1/2 Acre	Shin Hing Street
Lot 2	1/2 Acre	Shin Hing Street
Lot 3	1/2 Acre	Shin Hing Street

Hongkong, 7th Oct., 1911. 11481

JOHN THOMAS COTTON.**VETERINARIAN & FARRIER (Qualified).**

Business Address—

AH TOO STABLES,
No. 7, Russell Street,
Hongkong.

Telephone No. 272.
Hongkong, 17th July, 1911. 11057

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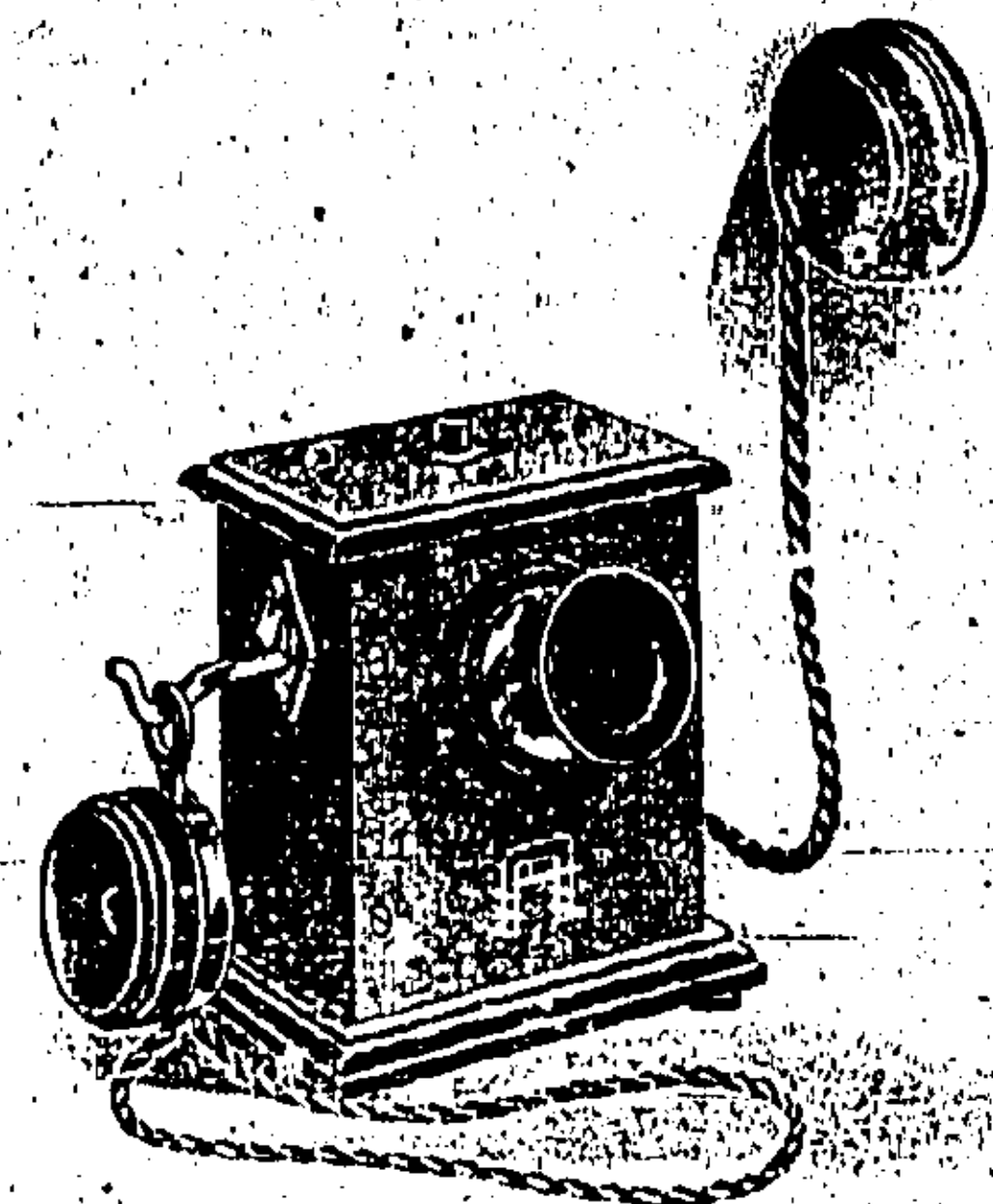
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**SHORTEST & QUICKEST ROUTE**

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (each 2,377 tons) as follows:—

NORTH BOUND.

Class	From	To	Day	Time	Remarks
\$10	Shanghai (Steamer)	Dairen	Thurs. Sat.	6.00 a.m.	State Ex-press
Y14.95	" (S.M.R. Train)	Mukden	Sun. Wed.	1.50 p.m.	State Ex-press
Y11.50	" "	Changchun	" "	2.05 "	State Ex-press
R 9.60	" (Russian Train)	Harbin	" "	8.30 "	State Ex-press
	" "	" "	" "	9.30 a.m.	State Ex-press

SOUTH BOUND.

Class	From	To	Day	Time	Remarks
R 9.00	Harbin (Russian Train)	Changchun	Mon. Wed.	11.20 a.m.	State Ex-press
Y11.50	" (S.M.R. Train)	Mukden	Tues. Thurs.	8.25 p.m.	State Ex-press
Y14.95	" "	Dairen	" "	5.10 a.m.	State Ex-press
Y10.00	" (Steamer)	Shanghai	Wed. Fri.	5.25 "	State Ex-press

Russian Train Time is 25 minutes ahead of the S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN SERVICE.

Express Extra Fee Y3.00 Sleeping Car Supplement Y5.00

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RAILWAY HOTELS.—Yamato Hotel, (Tel. Add: "Yamato") at Dairen; Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY.

DAIREN.

Tel. Add: "Manchuria" Codes: A.B.C. 4th. Ed. A. 1. & 1st.

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Output 3,600 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin, Dairen and also at Chifoo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.**SOUTH MANCHURIA RAILWAY COMPANY.**

DAIREN.

Tel. Add: "Manchuria" Codes: A.B.C. 5th. Ed. A. 1. & 1st.

Agents: MITSUI BUSSAN KAISHA, LTD.
1st Floor, 10th April, 1911.

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SCOTCH WHISKY.

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 50 Years WATSON'S "E" has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST

A. S. Watson & Co., Ltd.,

ALEXANDRA BUILDINGS,

Hongkong, 16th September, 1910.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$30 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 13, 1911.

THE RISING IN HUPEH.

The rising in Hupeh, following so closely upon the outbreak in Szechuan, must give the Peking Government seriously to think. There are circumstances attaching to this latest manifestation of revolutionary activity that bring to memory the Taiping affair. It will be recalled that the Taiping rebels showed a remarkable tenderness to foreigners and that it was sought on the part of the rebel leaders to endow the movement with a quasi-Christian character. There is no doubt that the men who directed the Taiping Rebellion realized to the full the advantage that would accrue to their cause were they to enlist the support of the foreigner, or at least to secure his sympathetic neutrality. They were successful in obtaining partial recognition from the Governor of Hongkong—the granting of which is considered by some to have been one of many false moves we have made in our diplomatic game of chess with China; but, as is generally known, British support was eventually given to the Imperial cause, with the result that Gordon and his Ever Victorious Army swept the Taipings from the field.

The present outbreak, whatever the ostensible cause may be, is anti-dynastic. The Taiping Rebellion was also anti-Manchu in character. That is one point of resemblance. Another is the desire, to which we have already referred, to keep on good terms with the foreigner and to obviate the prospect of the power of foreign countries being thrown into the scale against the movement. That would assuredly happen if the rebels committed any wanton outrage upon the persons or property of the foreigners in Wuhan or other cities in which their arms have been successful. The leaders realize only too well that it is animus against the foreigner rather than against the dynasty that animates many of those who serve under the rebel banner, but they desire to keep the knowledge as far as possible from the foreigner. The task of restraining men who have already rebelled against constituted authority is always a difficult one and it may prove beyond the power of the leaders of the movement in Hupeh to prevent the complications with foreigners of which they stand in such well-grounded dread.

Strict neutrality will, of course, be the policy of the Powers unless some unfortunate incident compels their intervention. The domestic troubles of China, though they are highly regrettable in this disastrous effect they have upon trade, are purely China's own concern. But, situated as we are, geographically, a part of the vast Empire, though politically a separate entity, Hongkong cannot regard the fermentation that is going on in China with purely academic interest. We have previously pointed out that the effect of the prevalent unrest in the neighbouring Empire is making itself felt in this Colony in various undesirable ways. The young Chinese who realize that their country occupies a position among the nations considerably lower than she should be entitled to, think that they can advance her prestige by upsetting everything that is established. Their policy is one of destruction. They can tear down, but they have no views on building up. This spirit, which is particularly prevalent among the younger Chinese on the mainland, is in existence here and attempts which are now being made to subvert the authority of private foreign employers, unless they are checked in time, may be turned to endeavour to dislocate the machinery of the system of government under which, as we pointed out some time ago, this Colony has become an object lesson to China.

There are signs and portents to be seen by those who are willing to see.

DAY BY DAY.

All life is a stage and a game; either learn to play it, laying by seriousness, or bear its pains.

Mr. and Mrs. E. S. Kadoorie left for Shanghai by the T.K.K. str. Tenyo Maru to-day on a short visit to the settlement.

Mr. E. Montagu-Ede arrived from Shanghai to-day.

The Chinese Engineering and Mining Company, Ltd., informs us that the total output of the Company's three mines for the week ending September 30, amounted to 15,142 tons and the sales during the period, to 16,758.58 tons.

Hossein Ali, an Indian draper, and Miss Woodhill in the Summary Court this morning to recover the sum of \$10.25 for goods sold and delivered. Mr. C. Wilson, of Messrs. Hastings and Hastings, appeared for the plaintiff, and judgment was entered against the defendant by default, the latter being absent from Court.

The Opium Trade.

Our Canton correspondent writes that the Provincial Treasurer has informed the Canton Viceroy that from the 10th day of the 6th moon until the 5th day of the 6th moon, the receipts from the duty on foreign opium only amounted to \$14,250,000. This indicates that it will be impossible for the revenue from this source to cover the loss caused by the suppression of gambling.

Kowloon-Canton Railway.

Our Canton correspondent states that it is reported that the working agreement arrived at between the British Minister at Peking and the Chinese authorities in regard to the working of the Kowloon-Canton Railway provides for the receipt by the Hongkong Government of 35 per cent. of the gross proceeds from the joint working, and of 65 per cent. by the Provincial Government.

Kaiser as Roman Warrior.

A statue of the Kaiser, wearing a porrig, with the arms and dress of a Roman warrior, will shortly be placed in the session-room of the Berlin Academy of Arts. It is the work of Professor Walter Schott, and the statue will be placed in a niche on the wall of the session-room. The costume has been chosen to harmonize with a statue of Frederick the Great, founder of the academy, executed in the same style, and occupying a companion niche, and also because it accords with the general decoration of the apartment.

Causes of Lunacy.

"One of the things which will continually add to the number of either temporary or permanent imbeciles is the competition for work." This statement was made by a medical authority in the course of an interview. A somewhat weak mental equipment and an enfeebled constitution, he said, might develop insanity which would manifest itself by excessive drinking, but the probabilities were that the modern wear and tear of life had much to do with the case. Among the working classes the speeding up in the workshops and the keen competition for employment were fertile causes. "Where the conditions of life are hardest you will get the most lunatics; where they are easiest you will get the fewest."

Imperial Solar System.

Mr. Andrew Fisher, Premier of Australia, in an interview, stated that the chief results of the Imperial Conference is that in future the Governments of the over-sea Dominions will be consulted by the Mother-country whenever practicable upon all matters of an international character that appeal to their welfare or safety. In answer to a question as to whether this was not an assertion of independence, he says: "Not disloyal or unfilial independence. It assumes the largest latitude of freedom within the respective States and affectionate bonds of union between them, for the common good of all. The best parallel I can give is the solar system, where each planet has its own untrammeled orbit and is a world all of itself, and yet is indissolubly bound up with every other planet in the system."

Mr. Gordon, H. M. Vice-Consul at Hakodate, is in town.

The French Mail of September 12 was delivered in London on October 12.

For driving his motor car without having a rear light at night, a chauffeur was fined ten dollars by Mr. Wood at the Magistracy this morning.

Among the passengers who arrived to-day by the P. & O. str. Delhi were Colonel and Mrs. Crainpton, Commander and Mrs. Dury and Captain Vaughan.

The master of a cargo-boat was charged at the Marine Court this morning with failing to exhibit a light on the boat at nightfall. Defendant pleaded guilty to the charge and was fined \$2 or a week's hard labour.

Five junkmasters were charged at the police court this morning with being in unlawful possession of a quantity of coal valued at \$18. They were remanded for a week, bail being fixed at \$100 each.

A New-York telegram to the "China Press" dated Oct. 9, is as follows:—The trial of the men accused of dynamiting the building of the "Los Angeles Times" a year ago, will begin to-morrow. It is predicted that the trial will last for six months. Some of the most prominent lawyers in the country are engaged in the case, and the legal battle will be skillfully conducted.

How dangerous some M.P.'s are is shown by the fact that Mr. George Lansbury, M.P., speaking at Leicester, said that Britain was just at the beginning of the Labour upheaval. The one thing they were not going to tolerate was interference with the right to strike. He was "a bit sick of so much contention." He did not want the men to be smoothed down; they had been smoothed down too long; they had been quiet too long. He wanted them to go on kicking until they had got their full demands.

Shanghai Autumn Races.

There are 788 horses entered for the Shanghai Autumn races this year against 1,071 last year. Shanghai papers, however, state that an examination of the list of entries shows that there is promise of excellent sport.

Large Seizure of Cocaine.

Yesterday a Chinese constable was proceeding along Praya West when he noticed a man on board a junk in possession of a box that, from the label outside, apparently contained O.K. sauce. Closer examination revealed the fact that the box actually held 900 bottles holding in all 120 ounces of cocaine, valued at about \$5,000. To-day the man in charge of the box appeared before Mr. Hazell at the Magistracy and was remanded until to-morrow.

Unclaimed Telegrams.

The following is a list of Unclaimed Telegrams lying in the Eastern Extension Australasia and China Telegraph Company's Office at Hongkong:—Bischoff, Astor House, Ploersheim; Chien-hangshan, 54 Des Voeux St. Cohn; Doonan, Melbourne; Guan-huathung, Bangkok; Hannon—Mrs. N. R. care American Embassy, Cadarake; Inada, Tsuruya Hotel, Taipei; Koway 8 Augusta, San Francisco; Kwonghenghust, Bangkok; Lamhengke, Toilo; Lau H. Tack, Cruiser "Hai Yang"; Mami; Mequonen, Astor, Hanoi; Moore care American Consul, Manila; Pierce, Miss Mildred, Manila; Schmidt, Hubert, Hongkong Hotel, London; Siokheog, Singapore; Smith, Pompay, Manila; Stockwell, Sydney; Tak-fong, Semarang.

The unclaimed telegrams lying in the Great Northern Telegraph Company's Office at Hongkong are as follow:—Courbon (2); Downes; Hermick; Hirooka Co.; Hongkong; Hongkong; Jeehong; Kong man-of-war; Huiyung; Loak; Tainderoh; passenger Ernst Simons; Toraiob; Tokunaga 135 Victoria Street; 1616; 7079; 1705; 3458; 5466; 1865; 4410; 5973.

MURDER AT WANCHAI.

A Startling Discovery.

Last night what appears to have been a particularly atrocious murder was ascertained to have taken place at a house in Bowrington Road. About 10 p.m. the police, acting on information received, went to the house in question and found the body of a man who had without doubt met with his death by violence. The face had been rendered nearly unrecognisable by considerable wounds and slashes, caused, it is supposed, by strokes from an ordinary axe. These were the only wounds and the body itself bore no injuries, so that death was evidently due to those inflicted to the head. The body was conveyed to the mortuary. The police have the matter in hand, but up to the present no arrest has been made.

Some time ago the proprietor of a native bank is reported to have found that his son, who was engaged in the business and who was said to have been leading a rather wild life, had been misappropriating some of the monies of the bank. The father, it is alleged, rather than have his son sent to prison, made him leave Hongkong and go to the country, engaging in his place a foki, the man who met his death yesterday. The foki it is thought was lured into the house in Bowrington Road and there murdered.

THE SPEED LIMIT.

Police Traps in Hongkong.

At the Magistracy this morning a number of chauffeurs were summoned before Mr. Wood for exceeding the speed limit of ten miles an hour.

Bello Pindar, a chauffeur at the Exile Garage, was one so summoned, and he pleaded not guilty.

P. S. Macdonald gave evidence to the effect that on Oct. 7 at 2.35 a.m. he was on duty on the Praya East at the corner of Spring Gardens Lane when P.C. 12 was stationed at Arsenal Street. As car number 13 passed him he took the time by his watch, and signalled to the constable. On receiving an answering signal he stopped his watch and found that the time taken by the car to traverse the distance between them was 70 seconds. The car which was driven by the defendant was stopped at Arsenal Street and he then explained matters to the defendant, who made no reply.

P. C. 12 gave corroborative evidence.

Mr. Dorby, surveyor in the Public Works Department, said that yesterday he measured the distance between Spring Gardens Lane and Arsenal street and found that it was 547 yards.

Mr. Wood, to the defendant:—If you covered that distance in seventy seconds you were going at the rate of sixteen miles per hour. What have you got to say?—I have a witness.

Is he here?—No.

Who do you want to call?—A gentleman in the Colonial B.

The case was adjourned till to-morrow.

Another case was gone into against P.C. Graham, also of the Exile Garage, who was alleged to have committed a similar offence. According to P.S. Macdonald the defendant was driving his car at the rate of twenty miles an hour. He was fined \$50.

A SOLICITOR'S COMPLAINT.

Before the Acting Chief Justice, Mr. Justice Gompertz, in the Summary Court this morning, Mr. H. L. Denney, Jr., mentioned an action in which he appeared for the defendant. Mr. Denney said he appeared in Court last Friday, but the case was not on the list. It was again not on the list this morning. He could not understand the matter and he asked the Court for an explanation.

The Clerk of the Court was questioned about the matter and the Court was informed that the writ had been served on the wrong person.

His Lordship said that he would take the case that day subject to the other cases being finished.

FLOODS IN SHANTUNG.

Damage to Crops.

The correspondent of the "China Press" at Wühsien, Shantung, wrote on Sept. 26:—

This city felt the full force of the typhoon and floods which swept Shantung at the beginning of the month. A small river flows past the city called the "Pei Lang Ho," and this stream, like most of the Chinese rivers, rises with appalling suddenness when the rains come. At this time the high water was almost unprecedented, and caused heavy damages. Many houses were altogether destroyed, and hundreds of others almost so. Amongst the business men there were serious losses through goods being damaged by water. At this writing, we have had three days of rain, and it is still coming down, so that the lower levels are again under water, and the bean crop irreparably damaged.

It has been an anxious year for the farmers. In the spring there was a good deal of doubt how the wheat would turn out, but they finally harvested a good crop. The millet and sorghum were looking well when during July we were visited by an unusually wind and hail storm which devastated the crops in many localities. Later came various species of hungry worms, some of which preferred millet and some the sorghum, so that both crops were diminished in quantity and quality. Then when these crops were on the threshing floors, they were deluged by rain which was far from improving them, and now the last rains have all but ruined the beans. The Shantung farmer is, however, a philosopher who takes the destruction of his harvest with a calm resignation which the nervous and energetic Westerner finds difficult in understanding. However, matters might have been worse; for aside from the population within the flooded areas, there has been then half a crop throughout the province, and there is no apprehension of famine, except in limited localities, where everything was swept away by the floods.

A DILATORY PLAINTIFF.

In the Summary Court this morning, before the Acting Chief Justice, Mr. Justice Gompertz, Yeung Koo sued Miss Blanche to recover the sum of \$64 for materials supplied.

Plaintiff's name was called out three times in the usual manner by the Court usher, but there was no response from the body of the Court. His Lordship was on the point of adjourning the case, when the plaintiff leisurely strolled into the Court-room.

His Lordship (to the Court interpreter)—Tell him I was just going to have the case adjourned and order him to pay costs of the day.

Mr. Harding appeared for the defendant and asked for particulars in respect of \$30 account rendered.

His Lordship ordered the plaintiff to supply the desired information and the case was adjourned.

Profit on £1.

It is possible for the Bank of England to have made a profit of £9 on a £1 note, 97 years old, which has just been received as an anonymous gift by the Church Army. It will of course be cashed when presented for payment. One pound invested at 3 per cent. compound interest would amount in 97 years to about £19. The proportion of gold that the Bank of England holds against the notes in circulation has varied from time to time. At present it is as high as 69 per cent, though it has in the past been much less. Assuming that 10s. in gold had been held against the £1 note and the other 10s. invested at 3 per cent, the result to the Bank at the end of the 97 years would be the 10s. in gold and about £10.10s. from the investment, or £10 in all, thus making 40 profit on the £1 note, eight.

NOTES AND COMMENTS.

Coolidge's description of the tropical night coming "at one stride" might be fully used to define the advent of our winter—autumn seems too mild and gentle a term to use. Up to a day or two ago the lightest clothing consistent with the demands of propriety was popular, but wardrobes are now being hastily run over for winter clothing. By the way, one of the Indian regiments in Peking at the time of the Boxer trouble, when it must be remembered some looting was done, had a consignment of cases that would have filled a respectably sized godown ready to accompany them when they went back. An innocent rejoinder in the Chinese capital asked one of the officers what the cases contained. "Winter clothing," was the prompt reply. "Well," said the enquirer, "India must be a devilish cold place." The story has at least the merit of being seasonable. The temperature at the Peak this morning was 81 degrees, and last night those who crossed to or from Kowloon little found a decided snap in the air.

The death of Sir William Crossley removes not only one of the founders of the famous engineering firm of Crossley Bros. Ltd., but also one of the original directors of the Manchester Ship Canal Co. More than that, it removes a tireless worker in the cause of humanitarianism. Even "Who's Who" surely the last word in stolidity cannot quite conceal the worth of his work. It sets down his record thus:—Chairman Manchester Hospitals for Consumption; Chairman of Crossley Sanatorium, Dolanero; Chairman Boys' and Girls' Refugees, and Children's Aid Society, Manchester. The second item is especially illuminating. Sir William Crossley was more than a mere lip-worker in the cause of charity. He gave, and gave freely, of his time, of his money, and of his vast store of good sense and experience. No man could ask for a more fitting memorial than to have his name enshrined in the hearts of thousands as is that of Sir William Crossley.

So the Macdonalds have signed a treaty of peace. You may not know what this means, but any Macdonald—and they are nearly everywhere—can tell you all about the five-century-old Scottish feud. When in the year 1400, the lordship of the isles ceased to be, the trouble began between the three branch leaders of the clan as to who should be the supreme chief of the clan. They have never settled the matter, though they have wrangled long enough about it, and probably they never will. But the three living heads of the clan's branches have decided to compromise and to live in amity. When any question of precedence arises at festive boards it will be decided by the toss of a coin. Well, it's a blessing that the feud is over, but the toss of a coin to decide the matter seems a terrible downcome for the Macdonalds who used to be rather handy with dirks and claymores and other pretty weapons.

Definite news in regard to the effects of the trial-firing of the 13-inch guns on H.M.S. Orion will be awaited with great interest. The telegrams leave the question shrouded in a haze of doubt. The first message was one of triumphant jubilation, but those that have succeeded have given more than a suggestion that while the guns bore the test admirably the floating castle on which they are mounted may have suffered more or less severely. Anyone who has stood near a 4.7 or a 15-inch gun when it is being fired knows that it seems to the layman like a cross rehearsal, with complete accompaniments of the Day of Judgment. These are comparatively small calibre guns compared to the monsters mounted on the Orion, and it can easily be believed that the concussion would be too terrific even for a specially constructed warship to withstand. This may mark the limit of the big gun. Fifteen inches for ships have been spoken of, but if the thirteen-inchers are beyond the limit, the former will be kept for their legitimate use—land defence. Also the end of the competition for the biggest ship may be in sight.

SPECIAL
TELEGRAMS

ORION'S GUNS.

ANOTHER ACCOUNT.

[SHAW TO THE "TELEGRAPH."]

London, Oct. 12, 9.45 a.m.
It is reported that the Orion's gunnery trials, has seriously weakened the gun supports and that an enquiry is to be held by the Admiralty.

KOREA.

THE MILITARY GARRISON.

[INDEPENDENT NEWS "AGENCY."]
Tokyo, Oct. 13.

The estimates in connection with the establishment of two army divisions in Korea have been forwarded to the Finance Department by the War Department.

CESAREWITCH RECORD.

[SPECIAL SERVICE.]

London, Oct. 12, 9.45 a.m.
A record was established in the race for the Cesarewitch Stakes by Willyonx who, carrying 9 st. 5 lbs., covered the 2.1-3 miles in 3 minutes 54 seconds, and won from Martingale and Papaverio.

THE HUPEH AFFAIR.

A JAPANESE VIEW.

[INDEPENDENT NEWS "AGENCY."]
Tokyo, Oct. 13.

The rebellion of Chinese soldiers at Wuchang is regarded here as an event of the utmost seriousness. It is learnt from an official source that the Government force there amounts to no more than a single regiment of cavalry.

The Sumida, a Japanese river gunboat, was at Hankow when the trouble started and the cruiser Tanishima arrived there yesterday.

PIOUS PURPOSES.

A Question of Instalments.

In the Court of Summary Jurisdiction this morning, Li Cheong Ting sued C. Pintos to recover the sum of \$60.

Mr. L. d'Almada e Castro, who appeared for the defendant, stated that the defendant was at present paying \$10 a month to Messrs. Johnson, Stokes and Master and a similar amount to a priest.

His Lordship—Regarding this priest, is he paying him for pious purposes or what?

Mr. d'Almada—No, for monies paid out by the priest.

Later on, Mr. d'Almada stated that his client could not pay more than \$4 or \$5 a month.

His Lordship—Oh, it is \$5 now? (Laughter.)

Mr. d'Almada—That is what I understand from the defendant. Plaintiff was called and stated that the defendant had offered him \$5 a month and he had refused to accept it.

His Lordship made an order for \$3 monthly instalments, with liberty to apply for an increase when the other payments shall have ceased.

Among the passengers who left by the Tonyo Maru to-day were Dr. G. E. Aubrey, Major A. C. Bortels, Captain E. A. Martins, and Captain and Mrs. Howard.

Typhoon Warning.

The following telegram was received by the American Consulate General from the Manila Observatory at 12.45 p.m. to-day:

—Cyclone or typhoon Pacific Ocean, about halfway between the Mariana Islands and Luzon, moving W.N.W.

SHAKESPEARE IN
HONGKONG.

Mr. Matheson Lang Expected.

According to Mr. Maurice E. Bandmann, the English theatrical manager, whose chief business centre is Calcutta, Shakespeare is now the best name to draw an audience in the Far East.

Mr. Bandmann, who left London for Calcutta on October 11 with twenty-five actors and actresses, who are to fill vacancies in his Far Eastern musical comedy company, says that the best supporters of English theatre companies in India, the Straits Settlements, China, and Japan are the native playgoers.

A Great Tour.

A theatrical tour on the Bandmann circuit would astonish even an American actor who had to play in cities as far apart as San Francisco and New York, for this English theatrical organisation starts its companies touring at Bombay, takes them through the cities of India, up to Quetta and Simla, down to Ceylon, to Singapore, Hongkong, Canton, and on to Tokyo, and home again. This season the tour will include the Philippine Islands and the capital of Siam.

"I get all my companies in London," said Mr. Bandmann. "My engagements for musical comedy are for two years, and I buy each actor and actress a return ticket by P. and O. steamer available for that period. I pay all their travelling expenses from start to finish, and all their hotel bills and cab fares, so you see each individual who wishes to do so can save on the tour."

Matheson Lang Coming.

There is much travelling, but I calculate on getting forty-two acting weeks out of the year, allowing ten for travelling. The musical comedy company never breaks up. When one tour ends it begins another. There are sixty-five people in that organisation, and every year about twenty of them come home and I take out new people to replace them. Next month Mr. Matheson Lang and Miss Helen Britton and their company are coming out under my direction to play Shakespeare and romantic plays over the whole tour.

A SAILOR'S RUSE.

And the Result.

The case was continued, at the Magistracy to-day, before Mr. Wood, in which J. C. Doolge of H.M.S. Rosario was summoned for assaulting Matsuo, a Japanese musician, on Oct. 3, outside the City Hall and also with wilfully damaging his trumpet.

At the last hearing the complainant avowed that as he was leaving the City Hall after a performance, and was about to mount a ricksha, he was set upon by the defendant and others, being badly hit about the face. The trumpet which he was carrying at the time was also damaged beyond repair.

To-day the defence set up was that on account of something that had happened on the previous night four sailors after leaving the Travellers Hotel arranged that one of them should feign drunkenness, and as he led the way past the City Hall a Japanese set on him, but finding that he was not so inebriated as he seemed, made off accompanied by four others. The sailors gave chase and the complainant being intercepted, put up a fight with the defendant. One of the sailors brought a ricksha and in it conveyed the captured Japanese to the police station. They all denied that the trumpet was broken in the struggle and said that it was picked up some distance from the scene of combat.

Mr. Wood fined the defendant \$10 for the assault or in default fourteen days' hard labour, while he also made an order for the defendant to pay \$25 compensation for the damaged instrument or go to prison for a further period of one month.

"Are you going to start a garden next year?" "I am not," replied the "luckless amateur." "Next year, instead of burying good stuff, I'm going to eat it,"—Washington Star.

ON NOVEL READING.

G. K. Chesterton writes in "T. P.'s Weekly":—"I was a great reader of novels until I began to review them, when I naturally left off reading them. I do not mean to admit that I did them any injustice; I studied and sampled them with the purpose of being strictly fair, but I do not call that 'novel reading' in the old enchanting sense. If I read them thoroughly I still read them rapidly; which is quite against my instincts for the mere luxury of reading. When I was a boy and really had a now adventure story, when I was a young man and read my first few detective stories, I did not enjoy precipitation, but actually enjoyed delay. The pleasure was so intense that I was always putting it off. For it is one of the two or three big blunders in modern morality to suppose that the strongest eagerness expresses itself in extravagance. The stronger eagerness always expresses itself in thrift. That is why the French Revolution was French and not English; why the careful peasants have turned the world upside down, while the careless labourers have cheerfully left it as it was. When a child's soul is in the most starry ecstasy of greed, he desires to have his cake, not to eat it. I am English myself, and I have never managed to be thrifty about anything else."

But about my early novel reading I was as thrifty as a French peasant—and as greedy. I loved to look at the mere solid bulk of a sensational novel as one looks at the solid bulk of a cheese; to open the first page, dally with the first paragraph, and then shut it again, feeling how little pleasure I had lost as yet. And my favourite novelists are still those great nineteenth century novelists who give an impression of bewildering bulk and variety, Scott or Dickens or Thackeray. I have artistic pleasure as keen or keener, I have moral sympathy as intense or more intense with many later writers; with the hard-hitting *not-juste* of Stevenson's stories or the insurgent irony of Mr. Belloc's. But Stevenson has one fault as a novelist, that he must be read quickly. Novels like "Mr. Burdon" must not only be read quickly but fiercely; they describe a short, sharp struggle; the mood both of writer and reader is heroic and abnormal, like that of two men fighting a duel. But Scott, Thackeray, and Dickens had the mysterious trick or talent of the inexhaustible novel. Even when we have come to the end of the story we somehow feel that it is endless. People say they have read "Pickwick" five times, or fifty times or five hundred times. For my part I have only read "Pickwick" once. Since then I have lived in "Pickwick"; I walked into it when and where I chose, as a man walks into his club. But whenever I have walked in it seemed to me that I found something new. I am not sure that stringent modern artists like Stevenson or Mr. Belloc do not actually suffer from the strictness and swiftness of their art. If a book is a book to be lived in, it should be (like a house to live in) a little untidy.

Apart from such chaotic classics as these, my own taste in novel reading is one which I am prepared in a rather aspidochelone manner, not only to declare, but to defend. My taste is for the sensational novel, the detective story, the story about death, robbery, and secret societies; a taste which I share in common with the bulk at least of the male population of this world. There was a time in my own melodramatic Loydism when I became quite fastidious in this respect. I would look at the first chapter of any novel as a final test of its merits. If there was a murdered man under the sofa in the first chapter, I read the story. If there was no murdered man under the sofa in the first chapter, I dismissed the story as tea-table twaddle, which it often really was. But we all lose a little of that fine edge of austerity and idealism which sharpened our spiritual standard in our youth. I have come to compromise with the tea-table and to be less insistent about the sofa. As long as a corpse or two turn up in the second, the third, nay even the fourth or fifth chapter, I make allowance for

human weakness and I ask no more. But a novel without any death in it is still to me a novel without any life in it. I admit that the very best of the tea-table novels are great art—for instance "Emma," or "Northanger Abbey." Short elemental genius can make a work of art out of anything. Michael Angelo might make a statue out of mud, and Jane Austen could make a novel out of tea—that much more contemptible substance. But on the whole I still think that a tale in which all the characters are talking trivialities without any of that instant and silent presence of death which is one of the strong spiritual bonds of all mankind, I still prefer the novel in which one person does another person to death to the novel in which all the persons are feebly (and vainly) trying to get the others to come to life.

But I have another and more important quarrel about the sensational novel. There seems to be a very general idea that the romance of the tomhawk will be (or will run the risk of being) more immortal than the romance of the teapot. This I violently deny. And in this I have the support of practically all the old moral traditions of our civilisation. High or low, good or bad, clever or stupid, a moral story almost always meant a murderous story. For the old Greek moral play was one full of madness and slaying. For the great medieval moral play was one which exhibited the dancing of the devil and the open jaws of hell. For the great Protestant moralists of the seventeenth and eighteenth centuries a moral story meant a story in which a parrot was struck by lightning or a boy was drowned for fishing on a Sunday. For the more rationalistic moralists of the eighteenth century, such as Hogarth, Richardson, and the author of "Sandford and Merton," all agreed that shocking calamities could properly be indicated as the result of evil doing; that the more shocking those calamities were the more moral they were. It is only in our exhausted and agnostic age that the idea has been started that if one is moral one must not be melodramatic.

Hence the novel of the tea-table has passed the censor everywhere as a thing that cannot be really wrong because there are no murders in it. As a matter of fact I am prepared to wager that as much wickedness has been talked over a teapot as ever was talked over a witch's cauldron. There are indeed villages and houses in England where the teapot really is a witch's cauldron; it is the centre of all that stiff obscurity and subterranean spite that are the very elements of a witch's Sabbath. And mankind has always replied to this unhealthy conspiracy by a healthy violence; they have brought in the melodramatic emotions to correct the secretive ones. Now I have read in my journalistic capacity multitudes of novels in which all the incidents were mild but in which the whole atmosphere was profoundly immoral. I have read light and frivolous novels which were quite serious upon their ultimate assumption that there is no God. I have read quiet and conversational novels which were quite fierce and dogmatic upon the idea that there ought to be no marriage. I have read every kind of terrible profanity and atrocity talked over the tea-cups. But I have never yet read a sensational story that was not on the side of Christian morality. I have never yet read or heard of a detective story that did not take common Christian decency for granted. I believe I have read nearly all the mystery stories there are except those that I have written myself, which, unfortunately, are not mystery stories as far as I am concerned. "If anybody knows any mystery stories that I have not read I implore him to send them along. But I believe that sensational novels are the most moral part of modern fiction, and I believe it upon two converging lines, such as make all real conviction. It is, I think, the fact that melodramatic fiction is moral and not immoral. And it is, I think, the abstract truth that any literature that represents our life as dangerous and startling is truer than any literature that represents it as dubious and languid. For life is a fight and is not a conversation."

YOUNG SEAMAN
CHARGED.

Absent Without Leave.

Before Commander O. W. Beckwith, R.N., Harbour Master, at the Marine Court this morning, Captain Alexander Smart, Master of the str. Radiant, charged Hans Romm, a sixteen-year-old seaman, with absconding himself from his ship since Monday morning (October 9).

The Captain's evidence was to the effect that the defendant went ashore without leave on Monday morning—and on Wednesday not having returned, he took out a warrant for his apprehension. Defendant had been on the ship since May 1. His character had been good, and he had never broken out before. The rule of the ship was that permission must be obtained before any of the ship's crew could go ashore.

Defendant stated that he told the First Officer that he was going ashore. The Magistrate said that owing to the defendant's extreme youth, he should not send him to prison for the offence, but fine him ten days' pay—two days' pay for the first day he was absent and eight days' pay for the remaining three days.

DON'T FORGET.

Saturday, October 14.
Hongkong Cricket Club's promenade concert, 9 p.m.

Thursday, October 19.
Canton Insurance Company's meeting, noon.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., ordinary annual meeting.

Saturday, October 21.
Dedication of Chapel at St. Paul's College by Bishop Lander, 2.45 p.m. Opening of new rooms by H.E. the Governor, 3.30 p.m.

To-day's
Advertisements

"SEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.
Hongkong, 13th Oct. 1911. [140]

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"ATSUTA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 20th October, will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.
Hongkong, 13th Oct. 1911. [141]

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HONGKONG WEEKLY
TELEGRAPH.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at home, with photograph of Queen's Buildings. This week's Contents:—

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Today's
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Captain L. C. Townend, will be despatched for the above ports on TUESDAY, the 17th instant, at 1 p.m. For Freight or Passage, apply to DAVID SASSOON & CO., LTD. Hongkong, 13th Oct. 1911. [141]

PI PULAR
"ASAHI" BEER

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E. C. Wilks, M. I. Mech., E. A. M. N. A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.
ALEXANDRA BUILDINGS, 2ND FLOOR.
Hongkong, 1st May, 1911. [1100]

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S.O.A.E.O.

NOTICE.

The Far East Oxygen and Acetylene Co., Ltd., beg to inform Messrs. the Owners, Captains, and Engineers that they will remove their Office to ST. GEORGE'S BUILDINGS after 1st October. [11]

CLIFFORD-WILKINSON'S
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"EMPEROR OF INDIA".....Sat., Oct. 14.	"EMPEROR OF BRITAIN".....Fri., Dec. 1.
"EMPEROR OF JAPAN".....Sat., Dec. 2.	"EMPEROR OF BRITAIN".....Fri., Dec. 29.
"EMPEROR OF INDIA".....Sat., Dec. 30.	
1912	1912
"EMPEROR OF INDIA".....Sat., Jan. 27.	"EMPEROR OF BRITAIN".....Fri., Feb. 23.
"EMPEROR OF JAPAN".....Sat., Feb. 24.	"EMPEROR OF BRITAIN".....Fri., Mar. 22.

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NAVIGATION CO., LD

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For	Steamship	On
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SHANGHAI.....	YUENSANG	Tuesday, 17th Oct., Noon.
SHANGHAI, KOBE & MOJI.....	FOOKSANG	Wednesday, 18th Oct., Noon.
TIENSIN.....	CHIPSING	Thursday, 19th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA.....	KUTSANG	Friday, 20th Oct., Noon.
MANILA.....	LOONGSANG	Saturday, 21st Oct., 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Yuensang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Koda, Lahad Datu, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215. General Managers. Hongkong, 18th October, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D-W	On or about
"LUCERN".....	J. Mathie	11,000	October 25th.
"STRATHLYON".....	J. R. Shaw	8,000	November 2nd.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the latest design, have most commodious accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 6th October, 1911.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIO".....3,000 tons.....To be despatched end Dec.

S.S. "KATANGA".....5,400.....To follow and regularly thereafter.

For rates of Freight or Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

Telephone 344 August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	MISHAMA MARU, Capt. A. E. Moses, T. 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	WEDNESDAY, 25th Oct., at Daylight. WEDNESDAY, 8th Nov., at Daylight. WEDNESDAY, 22nd Nov., at Daylight.

VICTORIA, B.C. & SEATTLE.....	KAMAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.....	AWA MARU, Capt. I. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tominga, Tons 7,000	TUESDAY, 7th Nov., at Noon. TUESDAY, 5th Dec., at Noon.
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SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Wacker, T. 6,000 YAWATA MARU, Capt. T. Sekino, Tons 5,000	FRIDAY, 27th Oct., at Noon. FRIDAY, 24th Nov., at Noon.
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SHANGHAI, MOJI & KOBE.....	HAKATA MARU, Capt. H. Nomura, Tons 7,000	WEDNESDAY, 25th October.
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KOBE & YOKOHAMA.....	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	SATURDAY, 14th Oct., at Noon.
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N'SAKI, KOBE & YOKOHAMA.....	YAWATA MARU, Capt. T. Sekino, T. 5,000	WEDNESDAY, 25th Oct., at Noon.
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BOMBAY via SINGAPORE & COLOMBO.....	COLOMBO MARU, Capt. J. Teranaka, T. 5,000	TUESDAY, 17th October.
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† Fitted with new system of wireless telegraphy.

* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 19 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong:

"HIROSHIMA MARU".....Tons 4,000.....Capt. Himura.....Sat., 14th Oct. p.m.

1912 PASSENGER SEASON 1912
FOR EUROPE.

Steamer	Tons	Captain	From Hongkong.
TANGO MARU	8,000	K. Kaveri	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

FOR SEATTLE.

INABA MARU	7,000	S. Tominga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 20th.
AWA MARU	7,000	T. Iizawa	April 28th.
INABA MARU	7,000	S. Tominga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
HONGKONG & HAIPHONG.....	SINGAN	14th Oct., 10 a.m.
SHANGHAI.....	ANHUI	14th " M'night.
MANILA, CEBU & HONOLULU.....	TRAN	17th " 4 p.m.
3 ANGHAU.....	CHENAN	19th " 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS.....	TAIYUAN	19th " 4 p.m.
SHANGHAI.....	LINAN	21st " M'night.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twice a week Steamers "Tama" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Chinkai) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares.—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 38. Hongkong, 18th October, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
S.S. "Frederick".....20th Oct.	S.S. "Belgavia".....22nd Oct.
"Slavonia".....3rd Nov.	For Havre, Bremen & Hamburg:
"Scandia".....16th Nov.	S.S. "Schoonhoven".....28th Oct.
"Spacia".....2nd Dec.	For Harve & Hamburg:
"Segovia".....14th Dec.	S.S. "Bayer".....10th Nov.
"Silesia".....27th Dec.	For Rotterdam & Hamburg:
"Ambia".....10th Jan.	S.S. "Schoon".....11th Nov.
"Goldendel".....21st Jan.	

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 13th October, 1911.

HONGKONG—PHILIPPINES.
PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO.....	4000	M. C. Sanh.	MANILA, CEBU & ILOILO	FRIDAY, 20th Oct., 4 p.m.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 30th Oct., 4 p.m.

For Freight or Passage apply to—

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 12th October, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for Fifty-first Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
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For Freight and Passage, apply to

A. R. MARTY, 24, Des Vaux Road.

Telephone 118. Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EMPIRE.....	22nd Sept.	Tuesday, Oct. 17.
ST. ALBANS.....	20th Oct.	Saturday, Nov. 11.
EASTERN.....	17th Nov.	Dec. 9.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

Telephone 967.

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.

(Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru".....	21,000	H. H. Smith	Nov. 3rd, Noon.
S.S. "Chiyo Maru".....	21,000	W. W. Gies	Nov. 3rd, Noon.

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office.

The Triple Screw Steamer "Shinyo Maru" will be dispatched for San Francisco via KREIUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU on FRIDAY, the 3rd Nov., at Noon.

For further particulars, apply to

K. MATSUDA, Agent.

Telephone 967.

KING'S BUILDING (Opposite Bank Pk.).

COMMERCIAL.

New Straits Industry.

A representative of the "Straits Times" recently paid a visit to the works of the Netherlands Gutta Percha Co., at Pasir Panjang, and was surprised at the great development made at the Company's extensive works. Rubber goods of all description are being turned out—from the smallest parambulator tyre to the largest motor bus wheel, the smallest valve to conveyor belting weighing 2,750 lb., and from the smallest mat to huge pieces of sheeting. It would, indeed, be a long task to give in detail a list of the articles that are being manufactured, locally, from rubber.

Of the opening up of estates, from the felling of jungle to the gathering of latex, most people have some knowledge of the work, but of what happens to the sheet rubber during its conversion to industrial articles few are aware. At Pasir Panjang sheet rubber is being received from the Colony and the Native States for treatment. For the purposes of the firm's own manufactured articles the crude rubber is washed, cleaned and dried, and afterwards put into mixing machines, consisting of two highly-tempered steel rollers between which the rubber is passed and re-passed until it resembles brown lava, seething and snapping. Found after pound is drawn, though the narrow margin between the rollers and when at length the process is complete different ingredients are added according to the compound required for the article to be manufactured. Each ingredient has its own purpose to serve in the way of colouring, hardening and so forth, and mixtures are made in red, white, black, grey and yellow. When the mixture is finished, the rubber is pressed by rollers into the required thickness and is then taken to the table for cutting and moulding, after which it is ready for the vulcanizing process.

One of the features at the Singapore Rubber Works is the making of tyres for motors, glimmers, rickshaws and cycles, and it may be noted that most of the solid tyres on the business in use on the roads of the M.S. were sent out from Pasir Panjang. The retreading of outer motor covers has also proved a great success on all the roads of the East, and it is well-known by those using automobiles that the majority of public thoroughfares in this part of the world are not as good as those of Singapore. Some of the retreaded covers are in use for between eight and nine months before again needing repair, and owners will of course realize that there is a great saving in price, especially as the charges are very reasonable and the work is executed under constant European supervision.

Industrial articles now being manufactured at these works comprise rubber packing, with and without insertion, in rolls of 20 to 50 yards and upwards, valves, rings, buffers, joints, and so forth. The manufacture of rubber hoses is proving another success, and the Company has to its credit the honour of turning out an article at the Singapore works which last year, gained the Grand Prix at the International Exhibition, held at Brussels. The larger hoses are mostly used by fire-brigades and on mines, and are made in lengths of 50 feet, with diameter of 4, 6 and 8 inches, and have a spiral either inside or outside. One of the most largely used products of the factory are the special mats, made in various patterns, the one having the widest reputation being striped. Small machines can be seen for turning out washers for beer bottles at the rate of tens of thousands a day, and others for clipping out rings for soda water bottles at the same speed, while there are patents for making rubber heels and rubber soles, which are well known for their superior quality, joints for window frames, rings for gauge glasses, gas tubing, and in fact, practically everything in which rubber is used.

Vulcanization takes place in large vulcanizers and long pipes and under very high-pressure hydraulic presses. The works are under the management of Mr. H. Tallemaert, who has the assistance of a staff of seven European and some two hundred Japanese and Chinese workmen.

LOG BOOK.

New York's Docks.
In his report for 1910, Mr. Bennett, the British Consul-General at New York, states that the port of New York possesses no piers of a greater length than 825 feet at which ocean liners can dock. South Brooklyn has piers of lengths of from 1,200 to 1,600 feet; but, up to the present, the Brooklyn docks have been used mainly by foreigners, and the channel leading into them is not sufficiently deep to cover the larger liners. If the Olympic and Titanic were to moor at the new Chelsea docks, which were recently constructed by the city at a cost of about 24,800,000 dol., the sterns, the most delicate part of the vessels, would extend some 60 feet out into the fairway.

The risk of no mooring, both to the ships and vessels using the fairway, is enormous, and the question of how these huge vessels are to be safely moored is engaging serious attention.

Pier Extension Difficulty.
The city objects to the present piers being extended landwards on account of undue narrowing of the streets fronting the harbour, and the War Department, up to now, have forbidden the carrying out of the pier lines further in the stream on the plea that the traffic in the river is increasing so rapidly that the narrowing of the fairway by 100 to 200 feet would be a danger to vessels using the river, more especially as the Chelsea docks have been constructed at the narrowest part of the North River.

The extension of the piers by 100 feet would still leave 2,650 feet of navigable fairway. This width would be considerably greater than that of the fairways at the most important British and foreign ports. For example, the fairway at Liverpool measures from 2,000 to 2,400 feet in width; at Antwerp from 1,000 to 2,000 feet; at Rotterdam and Hamburg about 1,200 feet; the Thames at Tilbury Docks is about 1,600 feet wide. In addition, the Hudson fairway has the advantage of being practically straight.

It is, therefore, probable that the War Department will finally consent to at least a temporary extension built on wooden piles beyond the concrete formation of the piers.

Proposed Docks at Montauk Point.

But with every increase in the length and beam of the transatlantic liners, the present docking facilities will be more and more inadequate, and the Long Island Railroad Co. have received the project first suggested by them 25 years ago, for the construction of docks at Montauk Point at the northern end of Long Island, about 120 miles from New York, capable of berthing the largest liners. It is pointed out that the transatlantic journey might thus be shortened by about three hours, and the railroad company have purchased 100 acres of land at Fort Pond Bay, Montauk, where they are confident the new terminal will have to be constructed in the course of time.

Experts are disposed to believe, however, that the facilities existing within New York Harbour at South Brooklyn and on the New Jersey and Staten Island water front will be utilized before the expenditure of vast sums of money for the construction of the necessary breakwater, piers, &c., for a terminal at Montauk is completed, especially as the United States Government has all but completed, at great expense, the deepening and widening of the Ambrose Channel to enable vessels of the deepest draught to enter New York Harbour.

According to the latest statistics published by the Japanese Maritime Bureau of the Communications Department, the Japanese vessels shipwrecked during the last fiscal year (1910-1911) numbered 920. Of this number 250 were stranded, 284 were wrecked by collision, 85 sank, 10 had fire on board, and 290 met with calamities of other descriptions. The figures for last year show a decrease of 28 wrecks as compared with the preceding year. The number of deaths resulting from the above mentioned disasters is 105, while the injured numbered 38, and the property lost 137.

Intimations

AERTEX CELLULAR REGAL SHOES

J. T. SHAW, TAILOR and OUTFITTER,

21, Hongkong Hotel Buildings, Queen's Road. [1268]

PEAR TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	15 min.
11.30 a.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	15 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	16 min.
5.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

WEEK DAYS.	7.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m.	10 min.
11.45 a.m. to 12.00 noon	15 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 5.00 p.m.	16 min.
5.00 p.m. to 6.00 p.m.	15 min.
6.00 p.m. to 7.00 p.m.	10 min.
7.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS on W & S Days.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Victoria Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 16th June, 1911.



SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all description made by competent workmen.

N. LAZARUS, Ophthalmic Optician, 14, D'Agulhar Street, Hongkong.

Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property &c.

Goods received on Storage.

Advances made on Merchandise.

Advances made on the Provident System.

Rates and Particulars on Application.

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,

Underwritten and Executed.

SHEWAN, TOMES & CO., General Managers, Hongkong, 19th March, 1908. [111]

Hongkong, 19th March, 1908. [111]

Hongkong, 19th March, 1908. [111]

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Hongkong, 19th March, 1908. [111]

Hongkong, 19th March, 1908. [111]

Peninsular and Oriental STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, VIA USUAL PORTS OF CALL	Dehu	Noon, 14th Oct.	See Special Advertisement.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CAYLON	About 20th Oct.	Freight and Passage.
LONDON & ANTWERP, VERP, S' POER, PERANG, O'MEO, PORT SAID AND MARSEILLES	Sumatra	About 1st Nov.	Freight and Passage.

For Further Particulars, apply to P. & O. S. N. Co.'s office, Hongkong, 6th October, 1911. E. A. HEWETT, Superintendent. [4]

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

Kobe & Yokohama	"Prinz Waldemar"	About TUESDAY, 17th Oct.
YAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"Derfflinger"	17,000 WEDNESDAY, 18th Oct., at Noon
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"Yonen"	17,000 About WEDNESDAY, 18th Oct.
KUDAT & SANDAKAN	"Donner"	5,000 Middle of October
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"Prinz Waldemar"	6,100 SATURDAY, 4th November, at 10 A.M.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of T. L. tanks.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 11th October, 1911. [7]

A. P. JEANNOU, 15, Queen's Road Central,

Just arrived a Large Stock from Italy, MACARONI, VERMICELLI and SPAGHETTI, in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

THE LEEDS FORGE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and LOGIES and ALL STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE AIKOO DOCKYARD & ENGINEERING CO., OF HONGKONG, LTD. BUTTERFIELD & SWIRE Agents, Hongkong, 23rd September, 1911. [1403]

SHIPBUILDERS, SALVORS AND AIRERS. BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

60-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

AIKOO DOCKYARD & ENGINEERING CO. HONGKONG

Butterfield & Swire, Agents, Hongkong, 23rd September, 1911. [1403]

Shipping-Steamers. DOUGLAS STEAMSHIP CO. LD. Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIP	CAPTAIN	LEAVING
Haiyang	Capt. J. W. Evans	TUESDAY, 17th Oct., at 1 p.m.
Haitan	Capt. J. S. Roach	FRIDAY, 20th Oct., at 12 Noon.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Laprak & Co., General Managers. [957]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN. Expected on or about For Will leave on or about

Tilharoen	JAPAN	1st half Oct.	JAVA	1st half Oct.
Tilharoen	JAVA	1st half Oct.	SHANGHAI	1st half Oct.
Tilharoen	SHANGHAI	2nd half Oct.	JAPAN	2nd half Oct.
Tilharoen	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Tilharoen	JAVA	2nd half Oct.	SHANGHAI	2nd half Oct.
Tilharoen	SHANGHAI	2nd half Oct.	JAPAN	2nd half Oct.
Tilharoen	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Tilharoen	JAVA	2nd half Oct.	SHANGHAI	2nd half Oct.
Tilharoen	SHANGHAI	2nd half Oct.	JAPAN	2nd half Oct.
Tilharoen	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Tilharoen	JAVA	2nd half Oct.	SHANGHAI	2nd half Oct.
Tilharoen	SHANGHAI	2nd half Oct.	JAPAN	2nd half Oct.
Tilharoen	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Tilharoen	JAVA	2nd half Oct.	SHANGHAI	2nd half Oct.
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Tilharoen	JAVA	2nd half Oct.	SHANGHAI	2nd half Oct.
Tilharoen	SHANGHAI	2		

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Public are informed that the CHRISTMAS and NEW YEAR Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar, will be closed in this office on Friday, the 10th of November, 1911, at 6 p.m. This Parcel mail is due in London on or about the 16th of December. The subsequent parcel mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver mounted goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

A Mail will close for:

Hohow and Haiphong—Per Saigon, 14th Oct., 9 a.m.

Moji, Kobe, Yokohama, Honolulu, Valparaiso, Iquique, Callao, Salina Cruz and Manzanillo—Per Bujo-maru, 14th Oct., 10 a.m.

Singapore, Penang, Rangoon and Calcutta—Per Hiroshima-maru, 14th Oct., 10 a.m.

Singapore—Per Saevit, 14th Oct., 10 a.m.

EUROPE, &c., INDIA VIA TUTICORIN—(Late Letters 11 a.m. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 13th Oct., at 5 p.m.—Per Delhi, 14th Oct., 11 a.m.

Manila (taking Mails for Cebu and Iloilo)—Per Yuesang, 14th Oct., 1 p.m.

Manila—Per Sui Tai, 14th Oct., 1.15 p.m.

Tientsin and Chingwangtze—Per Kwangsing, 14th Oct., 4 p.m.

Shanghai—Per Anhui, 14th Oct., 5 p.m.

Shanghai Moji, Kobe, Yokohama, Victoria and Vancouver (B.C.) Siberian Mail to Europe—Per Montegle, 14th Oct., 5 p.m.

Sigon—Per Poshing, 14th Oct., 5 p.m.

Swatow, Amoy and Tamsui—Per Daijin-maru, 15th Oct., 9 a.m.

Shanghai, Moji, Kobe, Yokohama, Victoria and Tientsin (Siberian Mail to Europe)—Per Canada Maru, 17th Oct., 10 a.m.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per Empire, 17th Oct., 11 a.m.

Shanghai—Per Hangang, 17th Oct., 11 a.m.

Swatow, Amoy and Fuchow—Per Haiyang, 17th Oct., 10 a.m.

Singapore, Penang and Calcutta—Per Catharine Apoor, 17th Oct., 10 a.m.

Manila, Cebu and Iloilo—Per Tean, 17th Oct., 3 p.m.

Amoy and Shanghai—Per Tjiuwong, 17th Oct., 3 p.m.

Shanghai, Kobe and Moji—Per Fook-sang, 18th Oct., 10 a.m.

EUROPE, &c., INDIA VIA TUTICORIN—(Late Letters 11 a.m. Extra Postage 10 cents.) (Letters posted in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 13th Oct., at 5 p.m.—Per Delhi, 14th Oct., 11 a.m.

Tientsin and Chingwangtze—Per Kwangsing, 14th Oct., 4 p.m.

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Shanghai—Per Hangang, 17th Oct., 11 a.m.

Swatow, Amoy and Fuchow—Per Haiyang, 17th Oct., 10 a.m.

Singapore, Penang and Calcutta—Per Catharine Apoor, 17th Oct., 10 a.m.

COMMERCIAL.

EXCHANGE.

Selling.

London 1/8 1/8

30 d/a 1/8 1/8

30 d/a 1/8 1/8

1 m/a 1/8 1/8

T/T Shanghai 7/6 1/2

T/T Singapore 7/6 1/2

T/T Japan 8/8 1/2

T/T India 13/4

T/T San Francisco and New York 48 1/2

T/T Java 108 1/2

T/T Marks 184 1/2

T/T France 226 1/2

Buying.

u/s L/C 1/10 1/8

u/s D/P 1/10 1/8

u/s L/C 1/10 1/8

u/s Sydney & Melbourne 1/10 1/8

u/s San Francisco & New York 44 1/2

u/s Marks 189 1/2

u/s France 213 1/2

u/s do 238 1/2

Bar Silver 21 1/8

Bank of England rate 4 1/2

Foreign 11.05

SHIPPING NEWS.

MAILED DUE.

German (Prinz Waldemar) 16th inst.

German (York) 19th inst.

American (Korov) 20th inst.

The H. A. L. s.s. First Bulow left

Shanghai on the 12th inst., p.m., and

may be expected here on the 15th inst.,

p.m.

ARRIVALS.

Haidis, Nor. s.s., 1,065, G. Solberg,

12th Oct.—Bangkok via

Swatow 2nd Oct., Gen.—C.

S. S. N. & Co.

Dohi, Br. s.s., 1,734, H. S. Bradshaw,

13th Oct.—Shanghai 10th

Oct., Mail and Gen.—P. &

O. S. N. Co.

Scovia, Ger. s.s., 3,818, Rassen, 15th

Oct.—Fuchow 11th Oct.,

Gen.—H. A. L.

Hiroshima Maru, Jap. s.s., 2,053, R.

Hirao, 13th Oct.—Kobe 7th

Oct., Gen.—N. Y. K.

Abino Rickmers, Dutch s.s., 578, D.

E. Boers, 12th Oct.—Fuchow

10th Oct., Ballast—A.

P. Co.

Huikow, Br. s.s., 1,285, G. Hooker,

15th Oct.—Canton 12th Oct.,

Gen.—B. & S.

Atsuta Maru, Jap. s.s., 5,284, Wm.

Thompson, 19th Oct.—

Singapore 7th Oct., Gen.—

N. Y. K.

Penavon, Br. s.s., 2,548, R. W. Thom-

son, 13th Oct.—Singapore

7th Oct., Gen.—G. L. & Co.

7th Oct., Gen.—G. L. & Co.

7th Oct., Gen.—G. L. & Co.

7th Oct., Gen.—G. L. & Co.

7th Oct., Gen.—G. L. & Co.

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7th Oct., Gen.—G. L. & Co.

HOTELS.

HONGKONG HOTEL.

First Class and Up-to-date.
J. H. TAGGART,
Manager. [25]

GRAND HOTEL.

Telephone 197.
MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.
857 F. REICHMANN, Proprietor.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

ENTRALLY situated, up-to-date Hotel, Recently renovated, and under

entirely new management. Large and comfortable rooms, excellent

cuisine under the supervision of an experienced FRENCH CHEF, and

separate tables, hot and cold baths, electric light throughout. Terms

moderate. First-class accommodation for families and tourists.

Under Personal Supervision of

L. GABEAU, N. BLUMENTHAL,
Proprietor, Manager.
Telephone 170. Telegrams "Astor." [34]

OPEN AIR SKATING RINK.

BELLE VIEW HOTEL.
Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.
2 P.M. to 4 P.M.
Admission 25 cents.

5 P.M. to 8 P.M.
8 P.M. to 11 P.M.
Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing

from 4 p.m. to 10 p.m.

W. GALLAGHER,
Manager. [28]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.
The Peak,
near the Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER. [27]

HOTEL LISTS.

HONGKONG HOTEL.

Anderson, Mrs. H. Mackay, Wm. O.

Ashmore, Mr. and Mrs. J. H.

Baldwin, Mr. and Mrs. J. B. &

Barrett, Mr. and Mrs. M. B.

Bradshaw, H. Meyer, Mrs. B.

Brown, J. Mody, N.

Burns, L. E. Morris, Mrs. K.

Cady, J. de.

Christensen, E. Oliver, J.

Davy, C. F. B. Prokel

Dawson, H. W. Rosenthal, F.

Davis, H. Stanger, A.

Galenbert, Countess. Story, N. E.

Hansen, J. H. A. Trøger, Mr. and

Harris, Mr. and Mrs. H. O.

Mrs. B. B. Vanta, F. L.

Hornbeck, W. Withinglow, J.

Lawson, E. D.

Lugge, V.

MANAGER.

SHARE REPORT.

STOCKS & PAID UP VALUE.

RANKS.

Current

Interim

Final

Dividend

1st

2nd

3rd

4th

5th

6th

7th

8th

9th

10th

11th

12th

13th

14th

15th

16th

17th

18th

19th

20th

21st

22nd

23rd

24th

25th

26th

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51st

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53rd

54th

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56th

57th

58th

59th

60th

61st

62nd

63rd

64th

65th

66th

67th